

The China Mail.

Established February, 1845.

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號五月九年二十八百八千一英

HONGKONG, TUESDAY, SEPTEMBER 5, 1882.

日三十月七年午壬

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & Co., 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. 4. HENRY & Co., 37, Whitehall. J. G. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIES & PRINCE, 33, Rue Lafayette, Paris.

NEW YORK.—ANDREW WEND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYRE & Co., Square, Singapore. C. HEINZELN & Co., Manila.

CHINA.—Messrs A. DE MELO & Co., Sualow, Campbell & Co., Arroy, Wilson, Murdoch & Co., Fooking, Hedges & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £5,000,000 Dollars.
RESERVE FUND, £2,500,000 Dollars.

COURT OF DIRECTORS.
Chairman.—H. L. DARBYNILE, Esq.
Deputy Chairman.—W. R. RINER, Esq.
H. HOPKINS, Esq. M. E. SASSON, Esq.
Hon. F. B. JOHNSON, Esq. J. VINCENY SMITH, Esq.
A. P. McWEN, Esq. W. S. YOUNG, Esq.
F. D. SASSON, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BRANCH DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drifts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 19, 1882.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

LONDON BANKERS:

BANK OF ENGLAND.

UNION BANK OF LONDON.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.
Hongkong, June 1, 1882.

Notices of Firms.

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

OWING to the illness of Mr. NEWTON the Manager, Mr. W. S. DAMSEY has been appointed Acting Manager until further Notice.

F. RYRIE, Chairman, Local Committee.
Hongkong, August 23, 1882.

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

NOTICE is hereby given that the First Ordinary General Meeting of the HONGKONG ST. ANDREW'S SOCIETY will be held in the City Hall on FRIDAY, the 8th September next, at 5.30.

A. D. MACFARLANE, Hon. Secretary.
Hongkong, August 31, 1882.

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an Extraordinary General Meeting of the UNION INSURANCE SOCIETY OF CANTON will be held at the Company's Office, Hongkong, on MONDAY, the 18th day of September, 1882, at Three o'clock in the afternoon, when the following Resolution will be proposed:

RESOLUTION.

That this Company, now registered under the Companies Ordinance No. 1 of 1865 as an Unlimited Company, be registered under the Companies Ordinance No. 1 of 1865 to 1881 as a Company Limited by Shares.

By Order of the Board,
DOUGLAS JONES, Acting Secretary.

Dated Hongkong, 30th day of August, 1882.

Intimations.

HONGKONG CRICKET CLUB.

THE Annual General Meeting of the HONGKONG CRICKET CLUB will be held in the Cricket Pavilion on MONDAY, the 11th Instant, at 4.45 p.m.

GENTLEMEN wishing to join are requested to communicate with the Hon. Sec.—HONGKONG CLUB.

W. HYNES, Hon. Sec., pro. tem.
Hongkong, September 4, 1882.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$9 per SHARE for the Six Months ending 30th June, 1882, declared at To-day's Ordinary Half-Yearly Meeting of Shareholders, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION from TO-MORROW, the 29th Instant. Shareholders are requested to apply for Dividend Warrants at the Company's Office.

By Order of the Directors,
LOUIS HAUSCHILD, Secretary.

Hongkong, July 23, 1882.

POSITIVE CURE FOR SEA-SICKNESS.

A CURE for the above AILMENT can be had by applying to M. AXELROOD, M.D., Surgeon of the S.S. City of Peking, now lying in Hongkong harbour.

N.B.—Communications three days before going on board. Using this Article during my service in the last Russo-Turkish war I found, greatly to my surprise and gratification, that I was able to entirely prevent, or greatly to alleviate, the Ailment without one single failure.

M. AXELROOD, M.D.
Hongkong, September 1, 1882.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half Year ended 30th June, 1882, on or before 30th September, on which date the Accounts will be Closed.

By Order of the Board of Directors,
R. COOKE, Acting Secretary.

Hongkong, August 23, 1882.

CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are Requested to Note.

that on SEPTEMBER 1st of their PROVISIONAL CERTIFICATES for SHARES in this OFFICE, PERMANENT SCRIP will now be issued in Exchange.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co., General Agents,
CANTON INSURANCE OFFICE, LTD.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at HONGKONG, from and after this date.

H. J. H. TRIPP, Mitsui Bishi Mail S. S. Co.
Hongkong, April 26, 1882.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER.

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

NOTICE OF REMOVAL.

THE SHIPBUILDING YARD and the Whole ENGINE DEPARTMENT of the Undersigned have been REMOVED from No. 9, MIDDLE STREET, West Point, Hongkong, to Kwung Chung, opposite Hongkong, close to the right side of the Hongkong & Canton Shipyard, where ample accommodation has been secured for Building or Repairing Large Vessels.

Orders or Communications from Hongkong side can be made either through Mr. TAM YIK KIU, Chinese Mail Office or Kung Chung Tai, Bonham Strand.

TAM A-MOW, Master of Mow Kee, Ship-builder and Engine Manufacturer, Kwun Chai opposite Hongkong.

Hongkong, August 7, 1882.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 52 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves, and a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

Terms of Advertising, same as in Daily China Mail.

For Sale.

SPORTING GOODS.

LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

ELEY'S GREEN, BLUE and BROWN CARTRIDGE CASES.

ELEY'S WATERPROOF CAPS and WADS.

PIGOU & WILKES' SPORTING GUNPOWDER.

LEAD and CHILLED SHOT.

GAME BAGS and CARTRIDGE BELTS.

RECAPING and RELOADING MACHINE.

POWDER and SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS and LIQUORS provided for Shooting.

And PICNIC PARTIES at Special Rates.

Hongkong, August 22, 1882.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. DYER BALL, Esq., Sheriff, to Sell by Public Auction, on

FRIDAY, the 8th September, 1882, at 2 p.m., at his Sales Rooms, Queen's Road,—

(Under a Writ of Execution),

THE STOCK-IN-TRADE, FIXTURES, FURNITURE, &c.,

of "YEE HENG WO" SHOP, No. 147A Queen's Road Central, comprising:—

JAPANESE LACQUERED CABINETS, DESKS, BOXES, JARS, GLOVE BOXES and OTHER BOXES, PORCELAIN TEA SETS, VASES, and ORNAMENTS.

SILVER, GLASS SHOW CASES, COUNTERS, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, September 4, 1882.

For Sale.

FOR SALE.

JULIUS MUMM & Co.'s CHAMPAGNE.

Quarts, \$17 per 1 doz. Case.

Pints, \$18 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

FOR SALE.

B. & E. PERRIER'S CHAMPAGNE, CARTE BLANCHE.

Pints, \$18 per 2 dozen Case.

Pints, \$19 per 4 dozen "

GILMAN & Co.

Hongkong, June 23, 1882.

NOW READY.

REPORT OF THE TRIAL—REGINA (on the Complaint of D. E. Bandmann) versus R. FRANK SMITH.

Copies may be had at the China Mail Office—price, 50 cents.

(In English and Chinese.)

WASHING BOOKS.

WASHMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL Office.

To Let.

TO LET.

NO. 9, SEYMOUR TERRACE. Nos. 2 and 4, PRADA'S HILL. No. 4, OLD BAILEY STREET.

No. 6, QUEEN'S ROAD CENTRAL (lately occupied by PACIFIC MAIL S. S. Co.).

Apply to

DAVID SASSON, SONS & Co.

Hongkong, July 24, 1882.

TO LET.

NO. 2, LOWER MOSQUE TERRACE. Apply to

J. M. ARMSTRONG.

Hongkong, August 31, 1882.

GODOWNSTO LET.

PRAYA EAST and WANCHAI ROAD.

For Particulars, apply to

SIEMSEN & Co.

Hongkong, April 26, 1882.

TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated next to EXCELSIOR on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also, 8 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to

SHARP, TOLLER & JOHNSON.

Hongkong, June 15, 1882.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

Insurances.

THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE MITSUI BISHI MAIL S. S. CO. having been appointed AGENTS for the above Company, the Undersigned is prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP, Agent, M. B. M. S. S. Co.

Hongkong, April 26, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1882.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

Unlimited Liability of Shareholders.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) £420,000.00

PERMANENT RESERVE £230,000.00

SPECIAL RESERVE FUND £290,553.95

TOTAL CAPITAL AND ACCUMULATIONS, 6th April, 1882, £940,553.95

Directors.

H. DE C. FORBES, Esq., Chairman.

J. H. PINCKYON, Esq., Wm. MEYERINK, Esq., A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI. Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH: Messrs BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 1/2 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the Premiums paid by them.

RUSSELL & Co., Agents.

Hongkong, May 8, 1882.

Insurances.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed AGENTS in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co., Agents.

Hongkong, July 29, 1882.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. nett premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Undersigned have been appointed AGENTS for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000 PAID-UP £200,000

PAID-UP RESERVE FUND £500,000

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, January 1, 1882.

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISARIAT),
RENEW LANDING, EX
BRITISH BARQUE
"STILLWATER."

DEVON'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150° test.
SPARTAN COOKING
STOVES.

FAIRBANKS SCALES.
OAKUM.
TAR.
TURPENTINE.

EX "AMERICAN MAIL."
CALIFORNIA
CRACKER.
COMPANY'S BISCUITS in a tin,
and loose.
Alphabetical BISCUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger OAKS.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and California CHEESE.
Prime HAM and BACON.
Eagle Brand condensed MILK.
Peach and APPLE BUTTER.
Pickled CABBAGES.
Family FIG-PORK in kags and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cutting Dressed CORNED BEANS.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.
COMB HONEY in Original Frames.
Richardson & Robinson's Celebrated Potted MEATS.
Richardson & Robinson's Curried OYSTERS.
Lunch TONGUE.
McCarthy's Sugar LEMONADE.
Clam CHOWDER.
Smoked SALMON.
Green TURTLE in 2½ lb cans.
&c., &c., &c.

A LARGE ASSORTMENT OF STORES,
including:
TEYSSONNEAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOANUTS.

VAN HOUTEN'S COCOA.
Lieber's & Eys's COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCEMEAT.
SAUSAGES.
BRAWN.
ISIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.
HEIDSIECK'S MONOPOLÉ and WHITE SEAL.
VUEF CLUQUOT PONSARDIN.
JULES MUMM & Co., pints and quarts.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA ROSE, pints and quarts.
CHATEAU LAITE, " "
CHATEAU LAITE, " "
BREAKFAST CLARET, " "

SHERRIES and PORT.
SACON'S MANZANILLA & AMON-TILLADO.
SACON'S OLD INVALID PORT (1848).
Hunt's PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
Bisquit Dubouché & Co.'s BRANDY.
First Old BOURBON WHISKY.
Krantz's LE WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
CHAMPAGNE.
ANGOSTURA, BAKER'S and ORANGE BITTERS.
&c., &c., &c.

BASS ALE, bottled by CAMERON and SWINSON, pints and quarts.
GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.
ALE and PORTER, in hogheads.

SPECIALLY SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in 5 and 10 catty boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.

FRANKLIN SQUARE LIBRARY, 15 to 25 cents.

MILNER'S PATENT FIRE-PROOF
SAVES, and CASH BOXES, at
Manufacturer's Prices.
Hongkong, June 1, 1882.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MAIRIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUERZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
AND
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON THURSDAY, the 7th September,
1882, at Noon, the Company's S.S.
DIEMER, Commandant de BORDREUIL
BARON, with MAELS, PASSENGERS,
SPECIE, and CARGO, will leave this Port
for the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 6th September, 1882.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 6th September, 1882. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, August 25, 1882. sc7

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship Company OF
PACIFIC MAIL STEAMSHIP COMPANY, FRIDAY,
the 15th September, 1882, at Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Oceans of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

Terrace Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. on the 14th September. Parcel Packages
will be received at the office until 5 p.m.,
same day, all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices accompanying Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further particulars, apply to Passen-
gers and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, August 30, 1882. sc15

STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, SUERZ, PORT SAID,
MALTA, GIBRALTAR, HULL, LONDON,
TRIESTE, VENICE, PLYMOUTH,
AND LONDON.

AND
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
GANGES, 4100 Tons, 4000 H.P., Captain
W. B. ANDREWS, with Her Majesty's Mail,
will be despatched from this Port for LONDON,
via BOMBAY, and SUEZ CANAL, con-
necting with the Company's Steamers, 4100
Tons, 4000 H.P., on FRIDAY, the 15th
September, 1882, at 4 p.m.

Cargo will be received on board until
Noon on the day of sailing.

Parcels and Specie (Gold) at the Office
until Noon on the day of sailing.

Bill and Valued for Europe will be
transhipped at Colombo; Ten and
General Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route for Colombo.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.

A. McIVER, Superintendent.

Hongkong, September 4, 1882. sc15

Intimations.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-
papers, Books, Types, Ink, Presses,
Fepers, Correspondents, Letters; and any
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

SAILORS HOME.

ANY Cast-off Clothing, Books, or
PAPERS will be thankfully received at
the Sailer's Home, West Point.
Hongkong, July 25, 1878.

Mails.

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO ALL THE PORTS OF THE
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. "ARABIC" will be despatched
for San Francisco via Yokohama,
on THURSDAY, the 28th September, 1882,
at Noon.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and name will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSENGERS—Passengers, who
have paid full fare, re-embarking at San
Francisco for China (or vice versa) within
six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

CHAS. D. HARMAN,
Acting Agent.

Hongkong, September 4, 1882. sc28

To-day's Advertisements.

FINAL DIVIDEND
IN RE
WILLIAM VON PUSTAU.

NOTICE is hereby given that it is pro-
posed to hold at the Office of the
Registrar of the Supreme Court on FRIDAY,
the 21st day of January, 1883, a MEETING
OF CREDITORS to declare a
FINAL DIVIDEND in the above Estate. All
Creditors are hereby warned that the
Balance then remaining in the hands of the
Official Assignees will be distributed among
the Creditors, whose Claims will have been
duly proved and accepted, and the Estate
finally wound up.

EDW. J. ACKROYD,
Registrar.

Registry, Supreme Court,
the 30th day of August, 1882. sc12

THE STEAMSHIP "PAXO,"
Captain R. CLARKE,
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE above Steamer having arrived,
Consignees of Cargo by her are hereby
requested to send in their Bills of Lading
to the Underwriter for countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding her discharge or remain-
ing on board after the 10th Instant, will be
landed and stored at Consignees' risk and
expense, and no Fire Insurance will be
effected.

Consignees are hereby informed that any
Claims must be made immediately, as no
note will be entertained after the 12th
Instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, September 5, 1882. sc12

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, PENANG AND
SINGAPORE.

THE Steamship *Pembroke*, RICKARD,
Commander, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the
Underwriter at Wharves, whence and/or
from the Wharves or Boats delivery may
be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 12th Instant will be
subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 5, 1882. sc12

SHIRE MAIL STEAMSHIP
COMPANY.

STEAM TO NAGASAKI, KORE AND
YOKOHAMA, VIA INLAND SEA.
(Taking Cargo and Passengers for VLADIVOSTOK.)

THE S.S. *NIGATA MARU*, Captain
WYNN, due here on or about the
10th Instant, will be despatched as above
on FRIDAY, the 15th September, at 4 p.m.
Cargo received on board and Parcels at
the Office up to 1 p.m. of day of sailing.
No Bill of Lading signed under \$2
Freight.

All Claims for Damage must be settled
on board before delivery is taken, otherwise
they will not be recognized.

CARGO and PASSENGERS will be tranship-
ped for Vladivostok at Nagasaki.
For further Particulars, apply at the
Company's Office, Prince Central, Ground
Floor of Messrs RUSSELL & Co.

H. J. H. TRIPP,
Agent.

Hongkong, September 5, 1882. sc15

TO LET.

TWO HOUSES in RICHMOND TERRACE,
Bongham Road. Rent Moderate.
Apply to
HONGKONG DISPENSARY.
Hongkong, July 7, 1882.

To-day's Advertisements.

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.

The Steamship "*London Castle*,"
Commander, will be despatched for
the above Port at 4 p.m. TO-MORROW,
the 6th Instant, instead of at the time pre-
viously advertised.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 5, 1882. sc6

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Steamship "*Pembroke*,"
RICKARD, Commander, will be despatched
for the above Ports at Daylight on THURS-
DAY, the 7th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 5, 1882. sc7

FOR BANGKOK.

The Steamship "*Paladin*,"
Captain ARNOLD, will be
despatched as above on
or about the 13th Instant.

For Freight or Passage, apply to
AH YON & Co.,
Fid. Praga Central.

Hongkong, September 5, 1882.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

BY Order of the Board of Directors, the
Shareholders in the above Com-
pany are hereby notified that under Section
20 of the Articles of Association, a further
Call of THIRTY SHILLINGS per Share
has been made, and will be due on the 2nd
October.

Shareholders are therefore requested to
make the said Payment at 3/6 per Dollar
Exchange (\$7.96 per Share) to credit of the
Company's Account with the HONGKONG AND
SHANGHAI BANKING CORPORATION on or
before the above-named date.

Any Calls not paid by the 2nd October,
are by Section 22 of the Articles of Asso-
ciation liable to a Charge at the Rate of
10% per cent. per Annum from the due date
until that of Payment.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, August 28, 1882. oc3

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

THE BOOKS FOR REGISTRATION
of Transfer of SHARES in the above
Company will be CLOSED here from the
21st Instant until 2nd Proximo, both days
inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 5, 1882. oc3

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

EUZAN, British steamer, Captain T.
Thomas—Arnold, Karberg & Co.

CARNEIRO, British steamer, Captain G.
Castle—Arnold, Karberg & Co.

CAROLINE BEIN, German barque, Capt.
C. Hufenhauer—Siemssen & Co.

ELGIN'S ISLE, British ship, Captain J.
Fleming—Gibb, Livingston & Co.

MADRAS, British steamer, Capt. W. H.
Bradley—Thos. Howard & Co.

MAGENTA, British brigantine, Captain H.
Coiffait—Jardine, Matheson & Co.

MORAY, British steamer, Captain Wm.
Tutton—Jardine, Matheson & Co.

NIEDERLOF, German schooner, Capt. C.
Ruhardt—Captain.

RUTHIN, British ship, Captain R. B.
Monkman—Order.

SOLWAY, British steamer, Captain Robt.
Jarvis—Butterfield & Swire.

SURPRISE, American barque, Capt. C. B.
Averill—Arnold, Karberg & Co.

VICTOR, British barque, Captain James
Forbes—Siemssen & Co.

VORWAERTS, Austro-Hungarian str., Capt.
F. Egger—Melchers & Co.

SHIPPING.

ARRIVALS.

Sept. 5, *Hwai Yuen*, Chinese steamer,
984, Wilson, Shanghai Sept. 2, General.
—C. M. S. N. Co.

Sept. 5, *Pembroke*, British steamer,
1716, R. Rickard, London July 23, and Pen-
ang, and Singapore, General.—Adamson,
Bell & Co.

Sept. 5, *Marquesa del Duero*, Spanish des-
patch vessel, 483, Emilio Diaz Mores, Sulu
Aug. 25, and Manila Sept. 1.

Sept. 5, *Antioch*, American barque, 937,
H. J. Henningway, Newcastle (N.S.W.)
July 22, Coal.—E. & A. SCHILLMEISS & Co.

Sept. 5, *Phoenix*, British steamer, 963,
Irvine, Shanghai Sept. 2, General.—
Jardine, Matheson & Co.

Sept. 5, *Thales*, British steamer, 920, T.
G. Pocock, Foochow Aug. 30, Amoy 31, and
Swatow Sept. 4, General.—Douglas LA-
PRAK & Co.

Sept. 5, *Pazo*, British steamer, 1236,
Clasper, Calcutta Aug. 17, Penang, and
Singapore, General.—DAVID SASSOON, SONS
& Co.

Sept. 5, *Hungarian*, British steamer, 936,
W. Allison, Foochow Sept. 3, Tea for Aus-
tralia.—Geo. R. SREZENS & Co.

Sept. 5, *Titia*, German steamer, 655,
Rix, Bangkok Aug. 28, General.—CHENZES.

Sept. 5, *Valparaiso*, German barque, 486,
F. J. Meyer, Newchwang Aug. 15, Beans.
—Mitzeness & Co.

DEPARTURES.

Sept. 4, *Chindring*, for Canton.

5, *Danube*, for Bangkok.

5, *Greyhound*, for Pakhoi.

5, *Nam-elm*, for Pakhoi.

5, *Tennadice*, for Foochow, &c.

5, *Peking*, for Canton.

5, *Hwai Yuen*, for Canton.

CLEARED.

Surprise, for Hioho.
Cast Gervard, for Minado (Celebes).
London Castle, for Shanghai.
Telegraph, for Bangkok.
Vorwarts, for Tientsin.
En Konig, for Chiofo.

PASSENGERS.

Yur Hwai Yuen, from Shanghai, Mons.
G. Galy, Mr. A. Eara, Mr. A. S. Moea, and
58 Chinese.

Per Pembroke, from London, &c.,
30 Europeans (names unknown), and 30
Chinese.

Per Peking

can only be effected by leakage—a fact which is not sufficiently recognized. Furthermore, combustion destroys all trace of the impurity, and what is worthy of note, proves more beneficial than otherwise by assisting to purify the foul air from drains. This is due to the fact that one of the products of combustion is a powerful antiseptic deodoriser. All these facts go strongly to show that gas will not be readily displaced by electricity for street roads illumination, and that arguments for and against either agency can always be met by counter arguments. When scientists disagree capitalists will decide!

REUTER'S TELEGRAMS.

(Supplied to the "China Mail.")

(Per E. E. A. & C. Telegraph Co.'s Line.)

MORE DELAY.

LONDON, 4th Sept. Reinforcements have been ordered to Alexandria to enable General Wood's Brigade to join Sir Garnet Wolsey; the British are entrenching at Kassasin.

LOCAL AND GENERAL.

The ENGLISH MAIL steamer, with the Aug. 11th mails from London, will most probably bring on the retarded French mail of 4th August.

The next AMERICAN MAIL, per the O. & A. str. *Arcturion*, may be expected to arrive here on or about the 11th inst.

The *Thales* was quarantined to-day. We learn that the case on board the *Envy* is progressing most favourably. A lazarette is being established on Stone-cutter's Island. The question of quarantine regulations were discussed at the Council meeting to-day.

This morning the Police Force was augmented by the arrival of twenty five men in the steamer *Penelope*. The men, who were selected, principally from Bristol, by Captain Deane, are strong stalwart looking fellows, and will no doubt be a great acquisition to the Force, which is now brought up to its full strength.

A MAN named Chan Kwun Leung, aged 57 years, who had been confined in the Tung Wah Hospital as a inmate for some time past, but who was released seven days ago, committed suicide between three and four o'clock this morning, by jumping into the harbour, opposite the end of Wo Fung St. The deceased had been followed by his wife, who, on seeing her husband jump into the water, immediately gave the alarm. The Police were at hand, and with the aid of grappling gear succeeded after a short time in taking the deceased out of the water. The body was still warm, but the efforts made to restore animation were of no avail. The body was removed to the Government Civil Hospital, where an inquest was ordered to be held this afternoon.

RETURN of Visitors to the City Hall Museum for the week ending September 3rd—

	European.	Chinese.
Monday,	27	493
Tuesday,	38	367
Wednesday,	29	447
Thursday,	18	450
Friday,	9	464
Saturday,	62	387
Sunday,		
Total,	172	2,449
Grand total,	2,621.	

A COLLISION in the Pitho took place between the steamers *Waverley* and *Yung-shan*; both steamers were going up. The *Yung-shan* was, we understand, seriously damaged.—*Mercury*.

His Excellency Li Hung-chang left Anking on Friday, and is expected to arrive at Woosung to-day (29th). He will be taken north by the *Panhai*, which will receive him at the latter place.—*N. C. D. News*.

His Excellency Poh, the Korean Envoy, left this for Peking by the *Huachin* yesterday morning (28th). He arrived here on Thursday by the *Huachin* *Mai*, and has come to China on business connected with the rebellion in Korea.—*N. C. D. News*.

A CORRESPONDENT writes privately from Yokohama:—"The Korean difficulty has stirred up the Japanese, and the Government workshops are running day and night. The Agents of the British Electric Light Company have a large order pending with the Naval Yard for flash-lights on men-of-war, and a 16-light machine has been already sold to the Japanese Arsenal." Fore-warded is forwarded, but from Cor. our advice are not wanted.—*N. C. D. News*.

We (N. C. D. News) hear from the north that there are arrivals from Korea, but no reliable information was to be obtained. Everyone is most reticent, and it is inferred from this that the Chinese have no good news, and that they are not comfortable there. It is stated that five hundred Chinese soldiers have been admitted into the Capital, but no other movements of troops are reported—except that a division is ordered from Newchwang to the Korean gate. The Japanese are said to be in possession of despatches most compromising to China, and that copies of them are in the hands of some foreign official at Peking.

As these telegrams published at Singapore differ somewhat from those of some dates received here, our readers may be glad to see them. Here they are:—

LONDON, Aug. 26. Sir Garnet Wolsey has captured the dam in the Freshwater Canal, by which the water supply of Alexandria had been stopped.

The British Force at Kassasin having been strongly reinforced, vigorously attacked and routed the enemy.

LONDON, Aug. 27. Arabi's troops are reported to be in a demoralized state.

Sir Garnet Wolsey's front continues to advance.

All is quiet in places occupied by the British.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present His Excellency the Administrator, (Hon. W. H. Marsh); the Hon. G. Philpotts, Chief Justice; the Hon. F. Stewart, Acting Colonial Secretary; the Hon. E. L. Russell, Colonial Treasurer; the Hon. P. Byrrie, the Hon. Ng Choy, and the Hon. E. B. Bellion.

The minutes of the previous meeting were read and confirmed.

QUARANTINE.

His Excellency said the reason that the usual notices calling the meeting had not been given was owing to the urgency of one of the matters contained in the agenda, that of quarantine. The members of the Council were aware, he said, that cholera was prevalent on the Philippine Islands, and King Chow, and vessels arriving from Manila and Amoy, and on her passage from Manila to Amoy she had lost fifteen passengers from cholera, and one died between Amoy and this port, while there was one case on board at present; he had been advised to-day that this man was getting better, and that there was every reason to think that he would recover. The Executive Council had held frequent meetings lately with a view to devise measures and take steps to prevent an epidemic of cholera here, but they had found some difficulty, as in the opinion of the learned Attorney General, the powers given to the Executive in Council were not wide enough, and in consequence of this they proposed to lay before the Council a bill to extend these powers. Arrangements had been made for a temporary lazarette on Stone-cutter's Island, and His Excellency hoped that in three or four days it would be completed. Accommodation for three or four people would be provided, and Dr. Marjures with a certain staff of nurses was prepared to go over at a moment's notice to attend to any persons who may be sent from any of the vessels. The present powers vested in the Executive in Council were not sufficient to allow them to proclaim this place as a lazarette, and to prevent people from landing there. These powers would be given by the bill just laid before them. He then moved the first reading of the bill.

The Attorney General seconded the motion, and in doing so he might explain to the Council in what respect it was proposed to alter the bill. After quoting sub-section 1 of section 25 of Ordinance No. 8 of 1879, he said that it had been found that there were dangers to be guarded against not only from vessels arriving direct from the infected places, but from other ports, particularly those on the China coast, which might be in some cases in communication with the infected places. It was therefore proposed to supplement the sub-section and amend it in the bill below.

The Attorney General also pointed out the amendment proposed on section 6 of the same Ordinance and Ordinance. With reference to this amendment he said it was unnecessary to say that in cases of quarantine that a remedy was provided for any infringement of the regulations, but the punishment of any offender was not sufficient, by all possible means to prevent cholera, and these powers had been deemed to be necessary. The bill reads as follows:—

An Ordinance entitled *The Merchant Shipping Consolidation Ordinance, 1879, Amendment Ordinance, 1882*. Enacted by His Excellency the Governor of Hong-kong with the advice of the Legislative Council thereof, as follows:—

1. Sub-section 1 of section 25 of Ordinance No. 8 of 1879, is hereby amended by inserting therein after the words "or place" and before the words "as he thinks fit" the words "or any port or place in China or Japan or Coochin China which appears to the Governor in Council to be likely to be in communication with any such country or place and by adding at the end of the same the following words:—

"The Governor in Council may from time to time, by regulations made in that behalf, set apart certain available situations as quarantine stations, and provide for the detention and exclusion at such stations of persons arriving on board vessels subject to quarantine."

Sub-section 6 of section 25 of Ordinance No. 8 of 1879, is hereby amended by adding at the end of the same the following words:—

"The Captain Superintendent of Police and any officers that he may appoint for the purpose of enforcing quarantine shall have the same powers to prevent the commission of breaches of such regulations and to arrest and detain offenders against them as may be used by any person for the prevention of any felony or the arrest and detention of a felon."

The Attorney General then moved the suspension of the standing orders in order that the bill might be gone on with.

The Colonial Treasurer seconded.

The motion was agreed to, and the bill was read a second and third time. The Council then went into Committee, when the Hon. P. Byrrie said that though he highly approved of the measures that were being adopted by the Government he thought it was a serious matter to the trade which was carried on between Swatow, Amoy and Foo-chow and here, and entailed a very great loss on the steamers running on that route. He thought it might be mentioned that advice had been received here yesterday by some of the owners—more than likely the same information had been communicated to the Government—that the Consuls at Amoy, in conjunction with the Totals, intended to quarantine vessels arriving from Manila. He thought that the Consuls at Swatow contemplated doing the same thing. He merely mentioned this to show the importance which was being attached to the matter at the Coast Ports, and to show that the authorities there were giving it serious consideration. He pointed out the great stoppage there would be to the traffic, but thought that by means of the steps being taken that the detention to steamers arriving from the Coast Ports would be limited to 24 or 48 hours. He was sure His Excellency would seriously consider the interests at stake.

His Excellency said the Executive Council had taken the matter into consideration. Information had been received from the Consul that Amoy had actually imposed quarantine upon vessels arriving from Manila, but of course a certain number of days would have to elapse before vessels arriving from that port could be admitted to proceed because there had been about 200 passengers landed there, and one of these passengers had died. His Excellency understood that quarantine regulations were also to be enforced at Swatow.

The Hon. P. Byrrie said that having been in consultation with the manager of a leading firm whose line of steamers traded between the Coast Ports and here, this gentleman had asked him to mention the matter. The gentleman had informed the gentleman that he had no doubt that everything had been done by the Executive Council to make the quarantine regulations as light as

possible with a due regard to the safety of this place.

The bill was then passed.

SUPREME COURT VACATION HILL.

The Attorney General then moved the second reading of the Supreme Court Vacation Ordinance. In doing so he mentioned that it was proposed to withdraw Sections Nos. 2, 3, and 4, the effect of which would be to give the Chief Justice power to make arrangements for vacation. As it was at present it was quite impossible, considering the amount of administrative work which was allotted to the Supreme Court, to close the offices and the Court for any stated period, and impossible to allow the officers or pay to obtain leave. The object of the bill was to give the public what was much wanted by this arrangement.

The Chief Justice said he had consulted with Mr. Justice Snowden and the Registrar, and they were all of opinion that any vacation would be a considerable loss to the public, and that it was impossible, considering the large amount of administrative duties which the Supreme Court had to perform, that any of the offices could be closed, as some of the clerks had always to be in attendance. The better plan was to allow judges and others to take their annual vacation during the vacation of the various departments, and permit of this.

The bill was then passed as amended.

THE HONGKONG AND SHANGHAI BANK ORDER.

SARVES AMENDMENT ORDINANCE, 1882. The Attorney General introduced a bill entitled the Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1882. The object of the bill was to amend the Ordinance by substituting two new Sections for 12 and 13. The measure was introduced on behalf of the Hongkong and Shanghai Banking Corporation.

The chief provision in the amendments is that the Bank will have to keep balloon one to one third of the notes issued in Hongkong, instead of at present keeping balloon covering one third of the entire note issue of the Corporation.

VEHICLES.

The Colonial Treasurer asked leave to introduce an ordinance to further amend Ordinance No. 6 of 1883, an ordinance to regulate the vehicle traffic. As the law stood at present there was nothing to limit the number of vehicles, and complaints were made on all sides about the traffic, and the streets were crowded. Although there was a regulation to provide for stands for these machines it was absolutely impossible to place them in a line, as they would go from Tai-ping Shan to East Point. There were more than 900 vehicles already, as well as 600 chairs, but as the Ordinance limited the number of these machines, the Registrar General was bound to grant licenses to everybody who applied on the regulations. Therefore he thought it might be necessary to take legislative action in the matter, and therefore he asked to be allowed to bring forward the bill for the purpose of limiting the number. It was proposed that the number of public vehicles, and the number of chairs, should be limited, and he, the speaker, thought this might be effectively done by adding on to the amended Ordinance of 1883, the words that the Governor in Council might from time to time make regulations to limit the number of public vehicles. At present the number of vehicles was limited by the Registrar General, and he thought it might be better to leave it to the Governor in Council, which might prevent the necessity of introducing any such regulations. The jirikela was much narrower than that at present in use. He then moved the first reading of the bill.

The Colonial Secretary seconded.

Read a first time.

THE TRAMWAY BILL.

His Excellency said he had to inform the Council that a despatch had been received from the Secretary of State in which he stated that he was unable to recommend Her Majesty to assent to the Tramway Bill in its present form. A lengthy correspondence from the Board of Trade had been forwarded to him, which would have been printed and circulated among the members of the Council. The Council was then adjourned sine die.

HONGKONG AQUATIC SPORTS.

To-day's proceedings were gone through amid the same sort of weather as prevailed yesterday afternoon. The attendance was if anything smaller than on the first day, and the entries were by no means numerous. The short race and boys' race were again the bright spots in the gloom, although a little more harking and fun were introduced into the programme than yesterday. Bunker in the swim under water might very well complain of the judges' decision, as in the first attempt he beat Angier's distance by about a yard. The Judges however decided it was a tie; the next trial was also a tie, and after one or two other events were contested, Bunker gained the hard-won prize by a very short distance. The diving calls for no particular remark.

The following are the events:

Swim under water: 1st prize \$10; 2nd \$5.—Only Angier and Bunker entered for this, and ultimately Bunker won, although very hard pressed by Angier, who if he keeps on improving will certainly beat Bunker, who has had it to himself for some time.

Bunker, 1

Angier, 2

Short Race (2 lengths) handicap—1st prize value \$10; 2nd \$5.—Six contestants turned up—Sampson, scratch; Barf, 2secs; G. Grimbale, 7 secs; Danby, 10 secs; Willoughby, 12 secs; and Machado, 16 secs. The race was an extremely good one, but Grimbale though making a false start was out of it although he swam the course. The real struggle lay between Barf and Sampson, and it was only by a foot or so that Barf managed to get in first; Sampson was second, and Willoughby a good third.

Barf, 1

Sampson, 2

Willoughby, 3

Plunge—1st prize \$10; 2nd \$5.—Davies, A. P. Stokes, Bunker, and D'Aeth, entered. A Stokes won by 10 feet, Bunker being second with 66 feet.

Stokes, 1

Bunker, 2

D'Aeth, 3

Racing in Clothes.—2 lengths, open—1st prize \$10; 2nd \$5.—H. Sampson and G. Grimbale went in for spoiling their clothes, and Sampson won.

Sampson, 1

Grimbale, 2

Racing Header from Middle Spring Board—1st prize \$10; 2nd \$5.—Seven strikers for the header—Daughlish Bun-

kor, Davis, Caldwell, Cornish, Angier, and D'Aeth. D'Aeth, 1

D'Aeth, 2

Caldwell, 3

Boys Race 2 lengths, handicap.—Four lads entered—Arthur, scratch, Williams and Sampson, 2secs, and Aitken, 5secs.

A dash race followed the start, all of the little ones swimming their best. After the turn the struggle was intense, but Arthur failed to overtake either Sampson or Williams, who swam amid the encouragement of the onlookers almost dead level to the end, Williams only getting in first by the length of his reach. Arthur was a good third.

Consolation Race.—2 lengths; handicap. 1st prize, \$10.—Davis was put down as scratch in this race but how he was allowed to enter at all is a mystery, as he divided the second prize for header from the stage with Caldwell yesterday. Danby had 6secs, Machado 4, and Willoughby 2. The race lay between Davis and Willoughby, and the former came in a yard or two in advance of Willoughby.

Davis, 1

Willoughby, 2

It is to be hoped that next year better weather will be had and more interest taken in the sports.

Police Intelligence.

(Before H. G. Thompson, Esq.)

Tuesday, Sept. 5.

DRUNK.

John Richard Brown, described as a Doctor, was charged with being drunk and refusing to pay a jirikela coolie his hire; he was also charged with assaulting the coolie.

The complainant's story was that after taking the defendant to several places, the latter got out of the machine at Wanchai and refused to pay him. The defendant was drunk, and was arrested by a constable who stated that the defendant gave the complainant a slap in the face while they were in the street.

The defendant admitted that he had been drunk, but said he had paid twenty cents to the complainant who demanded for more. He might have struck the complainant, but if he did, he had no intention of injuring him. He was fined \$2, or seven days' hard labour.

DEMENTED.

James Stewart O'Neil, seaman on board the *Rockhurst*, was charged with having deserted from the 3rd Hussars on the 16th December, 1881.

The prisoner gave himself up to the Police in yesterday, and stated that he had deserted from the above regiment while it was stationed at Aldershot in December last. The Magistrate ordered the prisoner to be handed over to the Military Authorities, but to be detained in Gaol until he was applied for, his detention not to exceed a period of one month.

CHARGED WITH STEALING \$35.

Ng Chin Sing, coolie, was charged first with stealing \$6.10, and second with being concerned with another not in custody, in the theft of \$60, the property of William Lowden Gordon, Deputy Inspector General of the Royal Naval Hospital, on the 4th instant.

The complainant stated that he was in charge of the Naval Hospital at Mount Shadwell. The defendant had been in his charge as boy for the last sixteen months, but was discharged on the 1st instant, when he was found in possession of the sum of \$35 in a box in his bedroom, looking the box and putting the key in a drawer in the same room. On the 4th instant the complainant had occasion to open this box, and he then found that the money had been taken away. Complainant suspected the defendant as being implicated in the robbery, as none of the other servants knew where he kept his money, and thought the theft had been effected with the aid of one of his chair coolies who had absconded. The complainant said the reason he had for discharging the defendant was that he discovered on the 26th ultimo, that the defendant had not paid the milkman \$8 which he received at the end of July for that purpose.

The case was at this stage remanded until the 11th instant. The Magistrate ordered the milkman to be subpoenaed.

(Before H. E. Wadsworth, Esq.)

ATTEMPTING TO COMMIT SUICIDE.

Theresa de Jesus, servant woman, was charged with attempting to commit suicide by drinking kerosene oil on the 2nd instant. Pun Atok said he was employed along with the defendant in a coffee saloon at No. 23, Aberdeen Street. About five o'clock on the evening of the 2nd instant, while he was taking his rice in the kitchen, the defendant rushed in and snatched up a bottle of kerosene oil, saying at the same time that she was going to kill herself. He took the bottle from her, and she then commenced to cry.

The defendant said that after she had taken her dinner she drank half a tumbler of porter, and a glass of Old Tom. This made her feel giddy, and she went down to the kitchen to get some more to drink. She was going to drink the kerosene. He imagined that she was to kill herself.

The Magistrate bound her over in the sum of \$10 to be of good behaviour for six weeks.

Canton.

Sept. 4.

The Water Works scheme is being advertised widely and freely discussed in Canton. The prospects begin with an introduction setting forth the poisonous qualities of Canton well water and the consequent injurious effects of drinking it, as well as the danger from fire in the city and crowded suburbs where an adequate supply of water cannot be relied upon. A better and larger supply is declared indispensable to remedy these evils; and the provincial authorities have given their support to so laudable an object.

It is estimated that as each household will use on an average from ten to fifteen gallons of water per day, the aggregate supply to start with, must not be less than ten million gallons per day. The White Cloud Hill as a water source could not be relied on to yield more than 800,000 gal per day, and is therefore rejected.

I have already mentioned that the proposed plan is to use the river water at a place called Tang Po, about three miles away, in the neighbourhood of Li Ming Kun.

Here it is proposed to erect buildings and works from which conduits will of course convey the water into the city.

The estimated cost of the Filter House and buildings is \$84,000; pumping machinery, \$145,000; pipes to city, \$74,000; works inside the city streets, \$244,000; purchase of land, \$10,000; connecting works with main pipe, \$330,000; engineering, workmen &c., \$46,850;—making a total of \$983,850, or in round numbers (making up for omissions) \$1,000,000.

The scheme is to be carried out under the direction of a company of shareholders, the required capital being divided into 10,000 shares at \$100 per share. It is estimated roughly that there are 78,000 houses in Canton. If only half this number can be found to patronize the company's works, each household will be charged a water-tax of six dollars per annum. If 40,000, the tax will be reduced to \$5 per annum. 50,000 will bring it down to \$4, and so on, so as to yield an income of \$200,000. Out of this will have to be paid the annual working and maintenance expenses estimated at \$60,000, together with sundry other expenses, as, for instance, the interest on capital during construction, bringing the net income down to about 12 per cent on the outlay.

I have simply given the main items of the published estimates. With the exception of the proposal to supply poorer localities at cheaper rates, the rest of the pamphlet contains only uninteresting details which I will not inflict on your readers. Excuse me referring to a personal matter.

In a recent number of the *Daily Press*, which I have only just now seen, some one takes me to task, *inter alia*, for spelling "by-law" without an s. If he will consult the English dictionaries of Ogilvie, Webster and Chambers, and Blackstone's Laws of England, he will soon have cause to disown his "by-law" as a word not found in the English language.

China.

(N. C. D. News.)

The anti-opium memorial about which we wrote some time ago appears to be going forward. A considerable number of signatures have been attached to it, chiefly of English missionaries, owing to an idea on the part of the Americans, that it was unsuitable for them to sign an address to the British House of Commons. This, however, has been overcome by Sir Thomas Wade, who, on application being made to him, stated there was no objection whatever to its being done, and that he would inform the British Government that he had said so.

Liao Ta-jen, the Rice Commissioner, together with his family and private secretary, arrived from Tientsin by the S. S. *Huon* on Saturday last.

(Courier.)

The march of western civilization in the Far East is assuming proportions which were little dreamt of at the time when the first of the Chinese railways were torn up about five years ago. Since that time there have been many indications of growing enlightenment among the Celestials, and as a proof of this we may mention the establishment of a system of telephony. The reports that a line of railway was to be established between Peking and Peking have been heard of for some time past, and the Chinese have been carried north at various times for months past. But there was an air of mystery about the whole proceeding, the Keping Mines at one time having the credit of importing them. The *Keping* arrived here yesterday, and was met by a large number of Chinese, and they were taken to the north without delay. The next vessels will bring further consignments of railway material. Like the telegraph system, which the Chinese are now adopting, the railway will soon find favour, and the present generation of foreigners may yet live to see a network of railways throughout the Celestial Empire.

TIENTSIN.

A Correspondent writing under date of the 19th inst., whose letter appears to have been delayed, supplies the following items:—"H.B.M.'s gunboat *Moore* arrived from Chefoo and will probably leave on or about the 23rd inst. for Newchwang. It is currently reported that one of the officers expects his discharge by this mail and that he will join H.B.M.'s revenue cutter *Ling-feng*. It is also said that the seven Chinese gunboats, under the command of Admiral Ting, which accompanied the special ambassador, Tsoai Ma Kien-chang, have returned to Chefoo in consequence of the Korean Government having prohibited them from entering the River Seoul and threatening to fire on them if they attempted to do so. The accounts for the arrival here on the 13th and departure for Chefoo on the 15th, with it, is believed, instructions to force an entrance. H.E. Wei Chang-chung accompanies him with 3,000 troops from Tien-chou Fu. What does this mean? Are the Koreans going to use the shot and shell against the Chinese with which H.E. Li has so plentifully supplied them? If so, there is something behind. The destruction of the Japanese Legation, taken in conjunction with subsequent events, is a mystery which time alone can solve.—*N. C. D. News*.

TERRIBLE DISASTER IN THE HANKOW ROAD.

(N. C. D. News.)

During the forenoon of yesterday (30th), we had one of the severest rainfalls of the season. To begin with the morning, and to end with the evening, it poured down for a short time, only, however, to come down with tremendous force between eleven and half-past twelve. The settlement was soon flooded, the water in many of the streets coming half way up to the knees of the Chinamen who had to wade through it. We hear that 37 inches of rain fell between eight o'clock and one in the afternoon; and just about the latter hour occurred the sad accident we have now to chronicle. Our readers may remember that nearly a year ago there was a big fire in the Hankow Road, which destroyed a considerable number of Chinese houses. The ground on which these tenements stood

belongs, we believe, to Messrs. Carter & Co., and has been leased to the comprador of Mr. E. J. Hogg for building purposes.

The houses now in the course of erection on the vacant site are, naturally, of the usual flimsy description; and it is not to be wondered at that they were undermined by the tremendous force of the rain that fell yesterday forenoon. It is the practice of the workmen employed on the premises to go home to dinner at noon; on this occasion, however, they stayed behind, and while in the act of eating, probably in not very much more time than it takes to write it, the half-finished walls under which they were sitting fell in with a great crash, and it was at first unremoved, forty or fifty yards beneath the ruins, and covering an area some eighty yards long and wide in proportion with masses of brick, stone and spar. The alarm was quickly given, and a crowd soon gathered, blocking up the narrow entrance and considering the spreading the digging out of the unfortunate men. At one dead body was disinterred, and laid carefully in the way of the people who were pushing their way in. The face was covered with a cloth, on the removal of which it was singular to remark the utter absence of any expression of pain or terror, or disfigurement of any kind. Nor, as far as we were able to find out, was there any sign of injury on the body; the man might have been asleep. It is probable that he died of asphyxiation. Soon another was unearthed; and it was painful to witness the anguish of one poor old woman, as she bent over her fallen grandchild, and weeping and wringing her hands in grief, begged for the sum that she had lost. Then Messrs. Penfold, Fowler, and other members of the police force arrived upon the scene, and, clearing the space of spectators, who nevertheless continued to fill up all the approaches and to regard the operation with the keenest interest, set a gang of men to work digging. It was said that, at a certain spot, no fewer than twelve unfortunates had been buried alive; but though this place was unlooked first, and all the rubbish cleared away, no bodies were discovered. Meanwhile six injured men had been sent to the General Hospital. Hospital, one of whom died almost immediately after admission; the others had their wounds attended to and their bones set, but were in a very bad way according to latest accounts. Two others are reported hurt, but not severely. Up till now, too, the fate of a considerable number of the victims remains unknown. The fall of the buildings, in view of the very wide extent they covered, was no doubt to a certain extent gradual; and it is very likely that many of the missing men, who are now said to be buried, succeeded in making good their escape. This is rendered all the more probable by the fact that several rice-balls have been found smashed to pieces, of course in the very spot where twelve men were at first reported to have perished; though on the other hand, it must be remembered that none of these hitherto have turned up, and the heavy rains have saturated the ground and congealed the debris so as to make the task of excavation very difficult. It is beyond question, however, that three men, at least, are dead, several more in a dying state, and a very much larger number missing; and the owner of the houses will no doubt feel himself constrained to make provision for the families who have been left destitute by the disaster. We fear that yesterday, the 16th of the 7th moon, issue of the "unlucky" days in Chinese superstition. It is the day when the "hungry ghosts," that is, the spirits of the dead who have no children or grandchildren to comfort them with sacrifices, are supposed to be especially rampant, and it is the worst of all their evil influences that all the burning of joss-sticks and lighting of bonfires that has been endangering the safety of many a street in the settlements for the past two days has been going on. The doors of houses are kept generally closed while this dangerous period lasts; and it is possible that the Chinese superstition and the air which occurred yesterday with the agency of those torrid and restless souls.

SERIOUS COLLISION ON THE YANGTZE.

(Courier.)

We have to record another of the many casualties that have occurred on the Yangtze during the past few weeks. The *Hattie E. Tapley*, Captain Piquelago, arrived out from Woosung on the 19th inst., after a most adventurous voyage, the details of which we gave in our Saturday's issue. She was anchored outside the Red Buoy, and was called to remain there for some days, as her heavy draught of water would not allow her to coast the bar. The P. and O. steamer *Pekin*, which arrived in the Yangtze on the 22nd instant, was also compelled to anchor outside, and it was not until late night that either the barque or the mail steamer attempted to get up the river. At half-past ten on the 27th, the *Pekin*, Captain Symonds, was making her way up the river, and was about to make the best of her way up to Shanghai. When near the Lismore Wreck Light, a sailing vessel hove in sight in tow of two tugs, which eventually turned out to be the *Eco*, recently built by Messrs. Boyd and Co. for Messrs. Jardine, Matheson and Co. and the *Heron*, Captain Oberg. It is supposed that the two tugs, in one way or another, had the *Hattie E. Tapley*, by some misadventure, or from the force of the tide, instead of heading up river were gradually carried in an oblique direction, and judging from the ship's course at the time of the collision, it is very probable that had she not struck the *Pekin* she would have gone to the bank. The result, however, was that the *Eco* got across the bows of the *Pekin*, and was immediately cut in two, or turned over, so that there was very little chance for her. Captain Jack, an old resident of Shanghai and Japan, was in charge of the *Eco*, and lost his life when endeavouring to free his tug from the *Tapley*. There were on board the *Eco* at the time five Chinese, in addition

